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BRIDGE APPROACH PROBLEMS

THERE is nothing remarkable in the fact that a lively conflict of interests, political and commercial, has arisen in Camden in connection with the problem of the Delaware Bridge approaches.

In its general principles the situation is not inherently peculiar to Camden. Doubtless the builders of the system were posterized by property owners eager to have the processions to the tomb routed past their doors.

That broadside of sheer selfishness is, however, a mere indorsement of surrender. In Camden, as in other communities, it is still worth while, in spite of the conventional obstacles, to strive for the application of intelligent and scientific foresight in preparing for the consequences of great public improvements.

The Camden merchants, in combating the bridge approach and traffic outlet program of the City Plan Commission may be moved by selfish interest. That perhaps is inevitable. But unquestionably they have the right idea in urging the appointment of an expert engineer and in soliciting the advice of Ralph N. Maffeski concerning the best way of accommodating the traffic flowing over the Delaware.

Members of the Planning Commission assert that the bulk of the traffic over the bridge will be routed direct to seaside points. This appears a rather extreme assertion.

The most casual forecaster cannot fail to appreciate the prospects of a new development in Camden, as a result of the bridge link, to say nothing of vast suburban changes. What is acutely needed is a scientific survey of the whole traffic problem, with a view to attaining a solution serving the interests of a large area.

In Philadelphia comparative little attention has been given to this subject in a practical and constructive way. The outcome of the issue in Camden perhaps will serve as an instructive guide.

EAST MEETS WEST

TODAY'S cables from every news center in Europe show plainly that the mind of the Old World is profoundly disturbed by what it glimpses behind the Turkish advance in Asia Minor.

Once the Turk in Europe was held diplomatists merely a sign of a most elaborate machine of power controlled by British and continental states. Now the Turk in Europe is something different. A Mohammedan army tramping on the white man's preserves and making arrogant demands upon Powers before which the Turk used to cringe suggests all sorts of unpleasant possibilities.

It will almost certainly stimulate the rising spirit of Hindu nationalism in the East. And, under the aegis of a nation can be swiftly brought under diplomatic control, the world may awake some morning to hear that the outposts of Christian civilization in Asia have been swept away and that nothing but a memory remains of the small white minorities that hitherto have been asserting affairs in India and elsewhere.

Europe feels properly enough that it is confronted by a situation hardly less trying than that created by the first German advance. This time the Belgians would be the Christians inhabiting the border lands of the Near East.

CHILDREN TAKE IT UP

IT SEEMS most regrettable, after a reading of yesterday's news from McAdoo, Pa., that we live in an age that freens upon the news of children's strikes.

The Board of Education at McAdoo decided to close some teachers. Promptly about 1000 children struck and announced that they wouldn't consent to return to classes until their wishes were respected by the Board of Education.

It is not necessary to know anything of the rights or wrongs of the original question to be irritated to the bone by such a spectacle of little boys and girls—admittedly the labor unions is trying to say a reasonable person. All of those 1000 children ought to be sent to bed or decently flogged by their parents.

Strikes among grown men are fashionable and they are not of this sort of thing keeps up. There may yet be a walkout in the nurseries of the land against the annual for breakfast or strikes to force an extension of the bedtime hour to 12 P. M.

THE FARMER AS A MERCHANT

FREQUENTLY in these columns, especially since the appearance of the formal order by which the highway authorities at Trenton sought not only to check the development of roadside vegetable markets, but to eliminate those already in existence, there have been references to the need for better farm organizations and the development among farmers of what might be called the merchant's point of view.

Growers of fruit and vegetables in the interior of Jersey, like those in this and other States, have found themselves brought suddenly into new contact with an increasing multitude representative of the ultimate consumer. This is due to the progress of road-building, the multiplicity of motored cars and the growth of the touring and tripping habit.

No one knows how many farm mortgages have been paid off within a few years from the profits of small roadside stands established on central motor highways. But they have been numerous. Moreover, the direct sales from the farms have been encouraged by appreciative multitudes with a taste for fresh vegetables and fresh eggs.

The Trenton order was inexplicable. Something like the long-looked-for system of direct purchase and sale of foodstuffs seemed about to come into existence when

the administrative officials of New Jersey issued the edict demanding that the farmers refrain in the future from attempting to conduct a retail roadside business. It was contended that the motorists of purchasers might in time dangerously obstruct traffic.

The suggestion that the farmers organize and adopt the methods of more experienced merchants, offered here at that time, seems to have been unnecessary. It appears now that plans for large co-operative and well-organized farmers' roadside markets are now under way and that an elaborate system of direct sales from farm to motor-car will be in force in Jersey next summer or even earlier.

The markets will be established on the main roads, but they will be withdrawn sufficiently from the curb to permit parking space for automobiles. Government inspectors will be established, the prices will be no higher than usual and the stocks will be far more varied than they have been in the past.

This is all as it should be. Opposition from Trenton was needed to make farmers conscious of their new opportunities and of the extent to which roadside markets can and should be developed.

Naturally it is assumed that strikers were responsible for such offenses against order and decency. In some instances the evidence against striking strikers was cumulative and unmistakable. The fact is, of course, that so long as workers are led to believe that they are being unjustly treated and so long as labor leaders continue their habit of inciting their men by bitter speeches and hints of overbearing capitalist tyrannies, no strikes can be wholly peaceful.

It is true that union leaders theoretically favor peaceful strikes. It has been demonstrated in the past that whenever organized labor gives way to violence during a strike it loses. The strikes now coming to an end are therefore more peaceful than strikes of similar scope have been in the past.

This is due to a variety of reasons. Labor has learned that it cannot profit by disorder. Again the American or Americanized unionist is not temperamentally disposed toward criminal practices of any sort. Prohibition, which was supposed to be wholly detestable from the workers' point of view, seems to have helped in this instance toward the strength of the unions by enabling them to hold together in orderly fashion and to keep their heads under all circumstances.

Substance—that is, the direct or indirect destruction of property—had a short trial in the United States. It was dismissed almost at once by all labor men and unions. The outrages committed by or for striking unions during the last few months cannot be said to reflect unfavorably upon the unionist's temper, even the most aggressive unions. They have been the work of unselfish groups which, inseparable from any movement, are in this case dangerous to the public and to social order and most dangerous of all to the cause of labor itself.

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CAN STRIKES BE PEACEFUL?

WHILE Mr. Jewell, chief of the railway shippers, and Samuel Gompers were telling the world that the rail and coal strikes had been almost phenomenally peaceful, indictments were being prepared against three strikers who confessed that they tried to blow up a Pennsylvania Railroad bridge at Wilmington, Del.

The inquiry into the Herin massacre was proceeding without marked success. And the incident investigators of the Interstate Commerce Commission were uncovering in half a dozen quarters evidence to prove that, while the rail unions may not sanction or desire violence by their members, they are not wholly prepared to break trains, burn bridges and destroy not only property but life.

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AS ONE WOMAN SEES IT

At Least One Institution in Which Volunteer Help Has Been an Unqualified Success, a Fresh Air Hospital for Grippled Children

By SARAH D. LOWRIE
I AM always interested in philanthropic organizations that seek the problem of volunteer help in the social and technical care of patients or of their beneficiaries, well or ill.

The tendency of most of our institutions is to use the volunteers to raise money and to use the paid experts to spend it. Experts are needed, but too complete a substitution of them for volunteers turns the interest as well as the authority over to a body of workers who are not interested in their relationship with the institution and who sometimes are more intent on making a livelihood than on the success of the enterprise.

I have just heard of one organization run by Boston people up on an island off the coast from Marblehead that turns volunteer help into a success. It takes at least one expert to train ten volunteers. So as general volunteers are not always easy, most institutions shirk that side of receiving help from the volunteers, and it takes at least one expert to train ten volunteers.

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WHAT EIGHT STATES NEED

THE DEEPENING OF THE DELAWARE TO TRENTON AND THE ENLARGEMENT OF THE CANAL ACROSS NEW JERSEY HAVE BEEN DELAYED TOO LONG

A TWENTY-FIVE-FOOT channel for boats from Philadelphia to New York Harbor is what the people of Trenton are now demanding, according to Mayor Donnelly, speaking at the Inland Waterways convention in Portland. The channel is to be obtained by deepening the Upper Delaware River and by enlarging the Delaware and Raritan Canal.

Surveys have been made for the enlarged canal and the State of New Jersey has appropriated \$1,000,000 for laying the right of way. Nothing further can be done until Congress acts, for the canal, as part of a system of national waterways, must be dug by the United States and not by the State of New Jersey.

The importance of it is admitted by the Navy Department, and the War Department, under the direction of which waterways are made, has approved the enterprise. The enlarging of the canal and the deepening of the channel of the Upper Delaware now await action in Washington. But no action is likely until there is a concerted demand from the Senators and Representatives of the States interested. This demand will be made when the Congressmen are forced by public sentiment to abandon their indifference and to insist for the benefit of the business of the country that the projected improvement in transportation facilities be made.

It is not merely a New Jersey issue. New Jersey is but one of the States with a direct interest in the project. The enlarged canal and the deepened Delaware would provide an inland waterway for large vessels from Boston to Baltimore. It would shorten by more than 200 miles the water distance between New York and Philadelphia, and by providing a safer as well as shorter route would cheapen freight rates for water-carried traffic.

Every one of the eight States between Boston and Baltimore is directly interested in the enterprise. They are Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware and Maryland. They have sixteen Senators and 123 Representatives among them. The determined demand of this group of men, backed up by the sound arguments that can be offered in support of the project, should be sufficient to secure the appropriation of all the money needed. Smaller groups have carried through much less desirable enterprises.

There is no partisan politics involved. And the Government is not asked to enter upon any new policy. It is already committed to the development of an inland waterway along the Atlantic coast. Long stretches of it have been completed with the help of the States. The Government has already bought the Delaware and Chesapeake Canal, which joins the Delaware River with the Chesapeake Bay, and it will soon have it deepened and widened for the accommodation of large ships. It has bought or is negotiating for the Cape Cod Canal, connecting Massachusetts Bay with Long Island Sound—a canal which saves mariners the long and dangerous voyage around the point of Cape Cod.

Philadelphia is connected with Baltimore by the canal that Chesapeake Bay, and New York is connected with Boston by the canal through the southern end of Cape Cod. But ships that sail from New York to Philadelphia have to round Sandy Hook and the Delaware capes and, doubling on themselves, come up the Delaware River in order to reach this city.

This is a project awaiting the opening faces of some one in Congress. The sentiment in favor of the plan simply needs organizing and directing. This sentiment already exists in the naval and military committees of both houses. If a few representatives of the States interested could abandon their lukewarm attitude and, under the leadership of Senator Pepper, of this State, or Senator Edges, of New Jersey, or Senator Lodge, of Massachusetts, should make a concerted demand, the money would be appropriated so quickly as to astonish those who have felt that there was nothing but amiable talk behind the project.

There was this same feeling for years about the bridge across the Delaware River between this city and Camden, but work on that bridge now is going on. Every dollar invested in the bridge will yield big returns to the two States. Every dollar invested in the deepened river channel between Philadelphia and Trenton and in the enlarged canal would yield big returns, not only to the States, but to the Nation as a whole, for it would facilitate the transportation of every commodity carried to the seaboard from inland States and of every commodity manufactured on the seaboard and intended for shipment to the consumers farther from salt water.

It took the argument of military necessity to carry the Panama Canal project through Congress. That argument appeals with less force to the enlarging of the Delaware and Raritan Canal, but it nevertheless applies. The inland waterway would provide a route for small naval craft to concentrate on almost any threatened point without being exposed to attack from ships of the enemy at sea. This is why the Navy Department favors it.

But Trenton favors it and Philadelphia

A KEY FOR ANY LOCK

DOPE PEDDLER

TECHNICALITIES AND ONE THING OR ANOTHER

WILLIAMS

SHORT CUTS

The Tariff Bill may yet down in a drier's shop.

The Balkan States have attained normalcy. They are arming again.

We nominate Mr. Vauclair for the presidency of the 1974 expedition.

The income tax is keeping Englishmen shabby, says Lord Decies. This moves the tailors into the leisure class.

A German geologist moves to amend an ancient saying. Westward, he says, the American continent wends its way.

The reason Gompers objects to the "Mitten plan" is probably due to the fact that one can't teach an old dog new tricks.

Lancaster man has crested a flag for the county fair. It should fly over a collection of horsehoes made by a woman.

Fashion Art League in Chicago says women must be tall and slim to be in style this year. This is a hard world for the short and stout.

This Indian gentleman, is the day for which you have been fondly longing, is the day on which the third installment of your income tax is due.

Once upon a time a hatter complained of the custom requiring a man to discard his suit on September 15. This was the Mad Hatter of history.

It is a wonderful fight resurser are putting up in the Jackson, Calif., gold mine. That their efforts will be crowned with success one hardly dares to hope.

United States destitute in carrying food to the destitute in Syria. War keeps us rightfully busy, doesn't it? And there is no particular likelihood of a let-up.

From the amount of fuss and over the word "obey" in the marriage ceremony, remarked Demosthenes McGinnis, one might be mistakenly led to suppose that it means something.

For the first time in a Philadelphia court a woman has been selected as foreman of a jury in a murder case. She is a housewife and will expect everybody to "come clean."

Two hundred and twenty-six wooden ships, which cost Uncle Sam \$200,000,000 to build, have been sold by the Shipping Board for \$750,000. Cheap as steel to help out the coal situation.

Not the least disquieting of reports from across the Atlantic is one to the effect that England's unemployed are thinking of marching to London. When a march of that kind isn't a fizzle, it is a menace.

Ladies of the Invisible Eye in Fort Worth, Tex., took a woman from her home and gave her a dozen lashes with a quirt. The Invisible Eye is undoubtedly afflicted with a moral squint. The law should knock it out.

One of the soloists with the New York Symphony Orchestra is Madame Ivanov. It is reported an unreliable authority that she was once married to a man named Ivanov. The name is not particularly unusual.

Men who peer at women, declaring them shrews to fashion, will today pay a heavy price for their incontinence by marching like sheep to the dump with their straw hats, while they try to justify themselves with the thought that away from the dump, the shrew is usually in such a state that jarring is a sweet sorrow.

NOW MY IDEA IS THIS!

Daily Talks With Thinking Philadelphians on Subjects They Know Best

DR. G. BETTON MASSEY
On Government's Cancer Experiments
IT IS to be hoped that the action of the Government in taking an active interest in cancer may throw definite light on some of the problems which have thus far eluded solution by physicians working in private practice, says Dr. G. Betton Massey, who has long made a study of the mysteries of cancer.

"The cause of cancer is uncertain," said Dr. Massey, "although it is my personal belief that it is some external living thing of protoplasmic type which enters an animal in which it is parasitic. The cause must be in a class by itself, if so, for protogaea that is, malaria, yellow fever and probably smallpox, all of which are contagious diseases, which is not true of cancer.

Malaria, yellow fever and smallpox are general infections from the start, while cancer—let me emphasize this—is positively known to be a local disease when it first appears in the human body and remains a local disease for sufficient time to admit of a cure in most cases, if people only know it.

Not Constitutional Disease
"Some physicians still regard it as a constitutional disease, but I believe that this is a mistake, though I am not in possession of exact knowledge in the matter. I think cancer grows something like the huge masses of coral which grow along the Peruvian drive. The soil is favorable for corals, but only an ignorant person would say that they grow there without seed.

"The difficulty in cancer is in mistaking appropriate soil for appropriate seed. Let me emphasize this—is positively known to be a local disease when it first appears in the human body and remains a local disease for sufficient time to admit of a cure in most cases, if people only know it.

"Cancer has three periods, during the first of which it resembles in almost all respects a benign growth, being neither painful, attended, ulcerated nor hemorrhagic. Since the general public believes that nothing is cancerous unless it presents some of these signs, it can readily be seen that relief is not likely to be sought during this period of the life history of the disease. These negative signs are most unfortunate, for the active signs are most unobtrusive and the very absence of suffering or fear-producing feature upon the patient is their deadliest feature.

"There is much need of general information among the public as to this disease, and these points should be generally understood: Cancer is not hereditary; it is not a constitutional disease; it is purely local which first appears, and in the early period may be completely removed or destroyed.

"During this period of curability it is not tender, painful, ulcerated nor does it bleed; but a person who has a non-painful tumor which first appears from month to month should seek treatment at once. The fact that only a tender, painful or ulcerated growth can be a cancer is responsible for most of the mortality of cancer, but these conditions attend only the late stage. Tenderness and early painfulness are strong indications that such a tumor is not cancerous."

What Do You Know?
QUIZ
1. Name three cities besides Washington that have been capitals of the United States.
2. What is a junta?
3. How should the word be pronounced: When it is in Italian and in what European nation does it belong?
4. What is a janitor so called?
5. What is meant by a herculean growth?
6. What is Lloyds and what is the origin of the name?
7. What is a "nom de guerre"?
8. What is a "nom de guerre"?
9. How did music get its name?

Answers to Yesterday's Quiz
1. For the depositions of the Albigensians and similar heresies the United States was one of the first to give the man of the hour a reward by an international award which was bestowed in 1871. The first of the first and third quarters.
2. Napoleon Bonaparte captured Moscow in 1812.
3. John E. Mills was a noted English politician. His dates are 1829-1896.
4. The word "herculean" is of French origin. It is a name of a famous hero known as Hercules.
5. The word "nom de guerre" is a name by which a person is known in the army. It is a name which is not the person's real name.
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